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COUNTRY Soviet Zone of Germany

REPORT NO. **25X1A**

TOPIC Airfield of FINOW

25X1A

F62
62525X1X \$0 PLACE OBTAINED **[REDACTED]**DATE OF CONTE **[REDACTED]**DATE OBTAINED **[REDACTED]**

DATE PREPARED 1 November 1949

REFERENCES **25X1A**

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS **[REDACTED]**

SOURCE 5 September 1949

1. The occupation of the FINOW (N 53/V 08) airfield was being changed. Five single-engine low-wing monoplanes circled the airfield. One DC-3 with red propeller hubs and one DC-3 with blue propeller hubs and the figure "3" on the rudder assembly took off from the field. A freight train of 54 cars, loaded with quartering and other equipment and air force officers' dependents, was standing at the EBERSWALDE (N 53/V 08) railroad station.

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2. Six railroad cars loaded with quartering and other equipment were standing at the FINOW airfield. The equipment was being loaded on trucks, **[REDACTED]**. The radar set previously located north of the airfield was not seen.

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3. The airfield was occupied by the following aircraft: On the northern edge: Five Yak-3 fighters with in-line engine, three IL-12 transport planes (two radial engines, four-bladed propellers, nose wheel, cockpit window, silver gray paint, rudder assembly painted lemon-yellow) and five DC-3s without special markings. On the eastern edge: Eight U-2s. Another biplane had a cabin capacity of four to six men. Six DC-3s coming from various directions landed at the field individually at 1 p.m.

4. **[REDACTED]**

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5. The following aircraft were parked at the airfield: Nine low-wing monoplanes with in-line engine and cockpit fairing into fuselage and two low-wing monoplanes with radial engine on the northern edge; three DC-3s in front of the flight control station; two U-2s on the northeastern edge where hangars were being torn down. Work was being done on the engines of a P-2 which was marked by the figure "38". The radio station with nine radio masts was still located about 165 feet from the eastern edge of the field. One DC-3 coming from the northeast, circled the airfield once and landed at noon with a visibility of about 1,000 feet. The plane descended exactly over the radio station. From the noise of running engines it was ascertained that the radio station was in operation. There were four radio masts set up in a square and one detached mast near the radio station.

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6. The trucks [REDACTED] were observed at the airfield entrance. Thirty to thirty-five fuel containers, each 20 feet long and 7 feet in diameter, were stored near a factory building about 3,300 feet southwest of FINOWFURTH (K 53/Z 98). These fuel containers had presumably been hauled from another airfield since they were not new.

7. Two or three railroad carloads of broken stones daily arrived at FINOWFURTH. About 250 civilian workers were employed on the western edge of the field. Three large concrete mixers, one excavator, and two locomotives with 40 to 50 dump cars were in operation. A runway was presumably being constructed or extended. Work on the foundations of new hangars was also being done.

8. Several tank trucks with a capacity of about 800 gallons each were parked near a cantonment south of the FINOW railroad station. The cantonment was occupied by the Soviet Air Force. One [REDACTED]

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Comment:

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a. The occupation of the FINOW airfield by a fighter unit is known from previous reports. The reported motor vehicle numbers seem to prove that the fighter unit was previously stationed in BAILINGBURG-ARADO.

b. According to a different source and other reports, the bomber regiments previously stationed in FINOW were transferred to FINSTERWALDE and probably to LAHR also.

c. The construction of hangar foundations was reported for the first time.

d. Information on the expansion of the runway to the west has been repeatedly received.

e. The presence of a relatively large number of transport aircraft was probably connected with the transfers going on at that time.

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